WASHINGTON LEGEND

SOUTH ◀ ▶ NORTH

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Airport/Facility Directory (A/FD) for details involving airport lighting, navigation aids, and services. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

- Other than hard-surfaced runways
- Seaplane Base
- Hard-surfaced runways 1500 ft. to 8069 ft. in length
- Hard-surfaced runways greater than 8069 ft. or some multiple runways less than 8069 ft.
- Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

- Private "(Pvt)" - Non-public use having emergency or landmark value
- Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc. For complete airport information consult DoD FLIP.
- Heliport Selected
- Unverified
- Abandoned - paved having landmark value, 3000 ft. or greater
- Ultralight Flight Park Selected

Services - fuel available and field tended during normal working hours depicted by use of ticks around basic airport symbol. (Normal working hours are Mon thru Fri 10:00 A.M. to 4:00 P.M. local time.) Consult A/FD for service availability at airports with hard-surfaced runways greater than 8069 ft.

- Rotating airport beacon in operation Sunset to Sunrise

AIRPORT DATA

- Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns.
- FSS — FAR 91
- NO SVFR — Location Identifier
- NAME (NAM) (PNAM) — ICAO Location Indicator shown outside contiguous U.S.
- Runways with Right Traffic Patterns (public use): CT - 118.3 ★ ◉ ATIS 123.8 / 285 L 72 122.95 / RP 23, 34
- ★ Special conditions exist - see A/FD.
- VFR Advsy 125.0 — UNICOM
- AOE — Airport of Entry

FSS - Flight Service Station

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency

★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.

◉ - Common Traffic Advisory Frequency (CTAF)

ATIS 123.8 - Automatic Terminal Information Service

ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.

UNICOM - Aeronautical advisory station

VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.

285 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

*L - Lighting limitations exist; refer to Airport/Facility Directory.

72 - Length of longest runway in hundreds of feet; usable length may be less.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown on this chart. All times are local.

- Class B Airspace
- Class C Airspace (Mode C - See FAR 91.215/AIM.)
- Class D Airspace
- 40 — Ceiling of Class D Airspace in hundreds of feet. (A minus ceiling value indicates surface up to but not including that value.)
- Class E (sfc) Airspace
- Class E Airspace with floor 700 ft. above surface
- Class E Airspace with floor 1200 ft. or greater above surface that abuts Class G Airspace
- 2400 MSL / 4500 MSL — Differentiates floors of Class E Airspace greater than 700 ft. above surface.

Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.

Class E Airspace low altitude Federal Airways are indicated by center line. Intersection - Arrows are directed towards facilities which establish intersection.

- V 69 — 132° — Total mileage between NAVAIDs on direct Airways

Class E Airspace low altitude RNAV Routes are indicated by center line.

- T 315 — GRANT — RNAV waypoint and name
- Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas
- Alert Area and MOA - Military Operations Area
- Special Airport Traffic Area (See FAR 93 for details.)
- ADIZ - Air Defense Identification Zone
- MODE C (See FAR 91.215/AIM.)
- National Security Area
- Terminal Radar Service Area (TRSA)
- MTR - Military Training Route

COMMUNICATION BOXES

- 122.1R 122.6 123.6 — OAKDALE — 382 ◉ 117.5 OAK — Underline indicates no voice on this frequency. Crosshatch indicates Shutdown status. ★ - Operates less than continuous or On-Request.
- Ⓐ - ASOS/AWOS
- Ⓗ - HIWAS
- Ⓣ - TWEB
- FSS radio providing voice communication: 122.1R MIAMI
- 122.1R CHICAGO CHI — Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2, 243.0 and 255.4 (Canada - 121.5, 126.7 and 243.0) are normally available at all FSSs and are not shown above boxes. All other frequencies are shown.
- Certain FSSs provide Airport Advisory Service, see A/FD.
- R - Receive only
- Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Airport/Facility Directory for complete information.

RADIO AIDS TO NAVIGATION

- VHF OMNI RANGE (VOR)
- VORTAC
- VOR-DME
- Other facilities, i.e., FSS Outlet, RCO, etc.
- Non-Directional Radiobeacon (NDB)
- NDB - DME

OBSTRUCTIONS

- 1000 ft. and higher AGL
- below 1000 ft. AGL
- Group Obstruction
- Obstruction with high-intensity lights May operate part-time.
- 2049 — Elevation of the top above mean sea level
- (1140) — Height above ground
- UC — Under construction or reported; position and elevation unverified

NOTICE: Guy wires may extend outward from structures.

TOPOGRAPHIC INFORMATION

- Roads & Road Markers
- Railroad
- Power Transmission Line
- Aerial Cable
- Landmark Feature - stadium, factory, school, golf course, etc.
- Outdoor Theater
- Lookout Tower — 618 (Elevation Base of Tower)
- Coast Guard Station
- Race Track
- Tank - water, oil or gas
- Oil Well
- Water Well
- Mine or Quarry
- Mountain Pass — 11823 (Elevation of Pass)

(Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.)

- Perennial Lake
- Dams
- Non-Perennial Lake
- Bridges and Viaducts

MISCELLANEOUS

- Isogonic Line (2009 VALUE)
- Ultralight Activity
- Hang Glider Activity
- Glider Operations
- Parachute Jumping Area (See Airport/Facility Directory.)
- VFR Waypoints (See Airport/Facility Directory for latitude/longitude.) — VPXYZ
- Marine Light

WASHINGTON

SOUTH ◀ ▶ NORTH

SECTIONAL AERONAUTICAL CHART

SCALE 1:500,000

Lambert Conformal Conic Projection Standard Parallels 33°20' and 38°40'

Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

88TH EDITION EFFECTIVE 0901Z 29 JUL 2010 TO 0901Z 10 FEB 2011

Includes airspace amendments effective 29 JUL 2010 and all other aeronautical data received by 3 JUN 2010

Information on this chart will change; consolidated updates of chart changes are available every 56 days in the AIRPORT/FACILITY DIRECTORY Chart Bulletin section (online at http://aeronav.faa.gov). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS APPROVED BY:
DEPARTMENT OF DEFENSE * FEDERAL AVIATION ADMINISTRATION

CONTOUR INTERVAL 500 feet
Intermediate contour 250 feet

HIGHEST TERRAIN elevation is 4050 feet located at 38°33'N-78°24'W

Spot elevation .... • 4254
Approximate elevation .... x 3200
Doubtful locations are indicated by omission of the point locator (dot or "x")

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30
METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted - route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

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NGA REF NO SECXXWASHDC

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional/WAC chart. To plot a course line from one side to the other, the user must first locate two pair of corresponding latitude tick marks, one pair on each side of the chart and follow the steps below.

STEP 1 - Draw a horizontal line (MATCH LINE) between each pair of corresponding latitude tick marks on each side of the chart just to the left or right of where your plot line crosses. (Figure 1)

STEP 2 - Decide which side of the chart has the departure or destination point closer to the edge of the chart. On that side, line up a blank piece of paper along the MATCH LINE (the paper should be completely on the chart, not extending beyond its edge).

STEP 3 - Slide the paper sideways left or right so that a side edge of the paper aligns with the departure or destination point (POINT A). Make a MARK A on edge of the paper where it meets that point.

STEP 4 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart from the corner of the paper where it meets the MATCH LINE out to the edge of the chart. Make that LINE B.

STEP 5 - Turn the chart over and transfer the end of LINE B to the other side, and extend it straight to the MATCH LINE. (Figure 2)

STEP 6 - Take the sheet of paper with MARK A on it and align the (top or bottom) edge of the paper with the MATCH LINE and side edge with LINE B with the bulk of the sheet extending off of the chart. Plot a line from MARK A to the departure or destination point (POINT B).

STEP 7 - Where your plot line crosses the MATCH LINE make a MARK C. Extend a line straight from that mark to the edge of the chart.

STEP 8 - Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 3)

CONTROL TOWER FREQUENCIES ON WASHINGTON SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF local control frequency (ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF local control frequencies are listed. An asterisk (*) indicates the part-time tower frequency is remoted to a collocated full-time FSS for use as Airport Advisory Service (AAS) during hours the tower is closed. The primary VHF and UHF ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"MON-FRI" indicates Monday through Friday

CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS	ASR/PAR
ANDREWS AFB	CONTINUOUS	118.4 349.0	121.8 275.8	113.1 251.05	ASR
ATLANTIC CITY INTL	CONTINUOUS	120.3 239.0	121.9 284.6	108.6 251.15	ASR
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL	CONTINUOUS	119.4 257.8	121.9	115.1 127.8	
CAPITAL CITY	0700-2100	119.5 257.8	121.9	124.95	
CHARLOTTESVILLE-ALBEMARLE	0600-2300	124.5 338.275	121.9 336.275	118.425	
DAVISON AAF	0600-2130 MON-FRI EXC HOL	126.3 229.4	121.9 245.2	126.175 230.0	PAR
DOVER AFB	CONTINUOUS	126.35 279.25	118.675 275.4	135.05 273.5	
EASTERN WV RGNL/SHEPHERD	0500-2100 MON-FRI 0700-1500 SAT-SUN O/T BY NOTAM	124.3 236.6	121.8 275.8		
EASTON/NEWNAM	0600-2200	118.525	119.075	124.675	
ELIZABETH CITY CGAS/RGNL	0800-2100	120.5 385.6	121.9		
FELKER AAF	0700-2300 MON-FRI EXC FED HOL	126.3 249.25	121.35 229.4		
HAGERSTOWN RGNL-HENSON	0700-2200	120.3 225.4	120.8		
HARRISBURG INTL	CONTINUOUS	124.8 248.35	121.7 346.6	118.6	
LAKEHURST NAES/MAXFIELD	0700-1900 MON-FRI EXC FED HOL CLSD ALTN FRI	127.775 360.2	118.275 307.05		
LANCASTER	0600-2300	120.9 251.1	121.8	125.675	
LANGLEY AFB	CONTINUOUS	125.0 233.5	121.7 275.8	270.1	
MANASSAS RGNL/DAVIS	0700-2230	133.1 360.75	121.8	125.175	
MARTIN STATE	0600-2200	131.3 297.2	121.8 253.6	124.225	
MC GUIRE (JB-MDL)	CONTINUOUS	118.65 255.6	121.8 275.8	110.6 270.1	PAR
NEW CASTLE	0600-2300	126.0 305.4	121.7 275.8	123.95	
NEWPORT NEWS/WILLIAMSBURG INTL	0600-2300	118.7 257.9	121.9 348.6	128.65	
NORFOLK INTL	CONTINUOUS	120.8 257.8	121.9	127.15	
NORFOLK NS (CHAMBERS)	CONTINUOUS	124.3 379.15 121.375 290.5 (HELICOPTERS)	121.9 370.85 (HELICOPTERS)	118.425 342.0	ASR/PAR
NORTHEAST PHILADELPHIA	0600-2300	126.9	121.7	121.15	
OCEANA NAS/SOUCEK	CONTINUOUS	127.075 360.2	336.4	317.6	ASR/PAR
PATUXENT RIVER NAS/TRAPNELL	CONTINUOUS	123.7 343.65	120.6 336.4	322.425	ASR/PAR
PENTAGON AHP	0730-1730 MON-FRI 24 HRS PPR CLSD HOL	143.1 231.3			
PERKINSON BLACKSTONE AAF	0700-1530 MON-FRI EXC FED HOL O/T BY NOTAM	126.2 241.0			
PHILADELPHIA INTL	CONTINUOUS	118.5 (RWYS 09R/27L, 17/35 & 08/26) 135.1 (RWY 09L/27R) 327.05	121.9 348.6	133.4 ARR 133.725 DEP	
PHILLIPS AAF	0600-2100 MON-FRI EXC HOL O/T BY NOTAM	126.15 229.6	121.9	108.4	
QUANTICO MCAF/TURNER	0800-2100 MON-THU 0800-1700 FRI CLSD HOL	118.6 360.2	121.75 340.2	263.15	ASR/PAR
REAGAN WASHINGTON NATIONAL	CONTINUOUS	119.1 257.6 134.35 (HELICOPTERS)	121.7 257.6	132.65	
RICHMOND INTL	CONTINUOUS	121.1 257.8	121.9 348.6	119.15 263.025	
SALISBURY-OCEAN CITY WICOMICO RGNL	0600-2230	119.425	123.775		
WALLOPS FLIGHT FACILITY	0700-1700 MON-FRI EXC FED HOL	126.5 306.975	127.875 269.325		
WASHINGTON DULLES INTL	CONTINUOUS	120.1 317.6 (RWY 01R/19L) 120.25 348.6 (RWY 01C/19C) 134.425 348.6 (RWYS 01L/19R & 12/30)	121.9 317.6 (E) 132.45 348.6 (W)	134.85	
WEBSTER NOLF	0900-1700 OR SS MON-FRI WHICHEVER OCCURS FIRST EXC HOL O/T BY NOTAM	126.2 351.825			
WILLOW GROVE NAS JRB	0700-2300	119.6 360.2	118.45 360.8	275.6	ASR

CLASS B, CLASS C, TRSA AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
PHILADELPHIA CLASS B	128.4 273.575 (N of RWY 09-27) (6500-7300); 124.35 317.15 (N RWY 27 ACTIVE 10,000 & BELOW); 123.8 273.575 (N RWY 27 ACTIVE 5500 & ABOVE); 125.6 291.7 (N RWY 09 ACTIVE 10,000 & BELOW); 117.75 269.25 (SE RWY 09 ACTIVE 6500-10000); 126.85 317.55 (SE RWY 27 ACTIVE 5500-8000); 127.35 263.125 (SE RWY 27 ACTIVE 8000 & BELOW); 118.35 322.1 (SW 6500 & BELOW); 124.35 320.1 (W RWY 27 ACTIVE 10,000 & BELOW); 124.8 273.575 (W RWY 09 ACTIVE 6500-10000); 128.4 (NW 7500 & BELOW); 124.35 320.1 (NW 5000-10,000)	CONTINUOUS
WASHINGTON TRI-AREA CLASS B	BALTIMORE: 119.0 282.275 (030°-100°); 124.55 317.475 (101°-130°); 119.7 290.475 (131°-180°); 128.7 307.1 (181°-029°); DULLES: 126.65 306.925 (011°-240°); 125.05 348.725 (241°-010°); REAGAN NATIONAL: 126.1 338.25 (331°-090°); 124.2 269.0 (B); 119.85 322.3 (W)	CONTINUOUS
ATLANTIC CITY CLASS C	124.6 327.125 (130°-309°); 134.25 385.5 (310°-129°)	CONTINUOUS
NORFOLK CLASS C	118.9 353.7 (010°-080°) (180°-310°); 125.7 (311°-009°)	CONTINUOUS
RICHMOND CLASS C	126.4 282.275 (021°-170°); 134.7 307.2 (171°-330°); 118.2 269.525 (331°-020°)	CONTINUOUS
HARRISBURG TRSA	118.15 269.45 (310°-070°); 124.55 281.425 (060°-179°); 126.1 273.325 (180°-309°)	CONTINUOUS
DOVER AFB RADAR	133.425 257.875	CONTINUOUS
ELIZABETH CITY CGAS RADAR	119.55 385.42	CONTINUOUS
FELKER AAF RADAR	125.7 335.625	CONTINUOUS
FENTRESS NALF RADAR	119.4 279.2	CONTINUOUS
LAKEHURST NAES/MAXFIELD RADAR	127.775 363.8	CONTINUOUS
LANGLEY AFB RADAR	125.7 335.625 370.925 (010°-080°); 127.9 269.45 (180°-310°); 124.9 125.7 370.925 (311°-009°)	CONTINUOUS
MC GUIRE (JB-MDL) RADAR	124.15 363.8	CONTINUOUS
OCEANA NAS/SOUCEK RADAR	323.05; 118.4 288.3 (N OF 360°-150°); 123.9 264.8 (S OF 151°-359°)	CONTINUOUS
PATUXENT RIVER NAS/TRAPNELL RADAR	127.95 314.0 (054°-164°); 120.05 281.8 (165°-053° ABOVE 3000); 121.0 250.3 (165°-053° 3000 & BELOW); 127.95 281.4 WASHINGTON CNTR	0700-2300 MON-FRI 1000-1800 SAT-SUN CLSD HOL
PERKINSON BLACKSTONE AAF RADAR	118.75 377.1	CONTINUOUS
PHILLIPS AAF RADAR	125.525 311.525	CONTINUOUS
QUANTICO MCAF/TURNER AAF RADAR	124.65 306.925	CONTINUOUS
WALLOPS FLIGHT FACILITY RADAR	127.95 314.0 O/T 132.55 256.8 WASHINGTON CNTR	CONTINUOUS
WEBSTER NOLF RADAR	121.0 250.3	0700-2300 MON-FRI 0800-1800 SAT-SUN CLSD HOL
WEIDE AHP RADAR	118.0 282.275	CONTINUOUS
WILLOW GROVE NAS JRB RADAR	123.8 291.7	CONTINUOUS

O/T—indicates Other times

SPECIAL USE AIRSPACE ON WASHINGTON SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local.
"TO" an altitude means "To and including."
FL - Flight Level
NO A/G - No air to ground communications.
Contact nearest FSS for information.

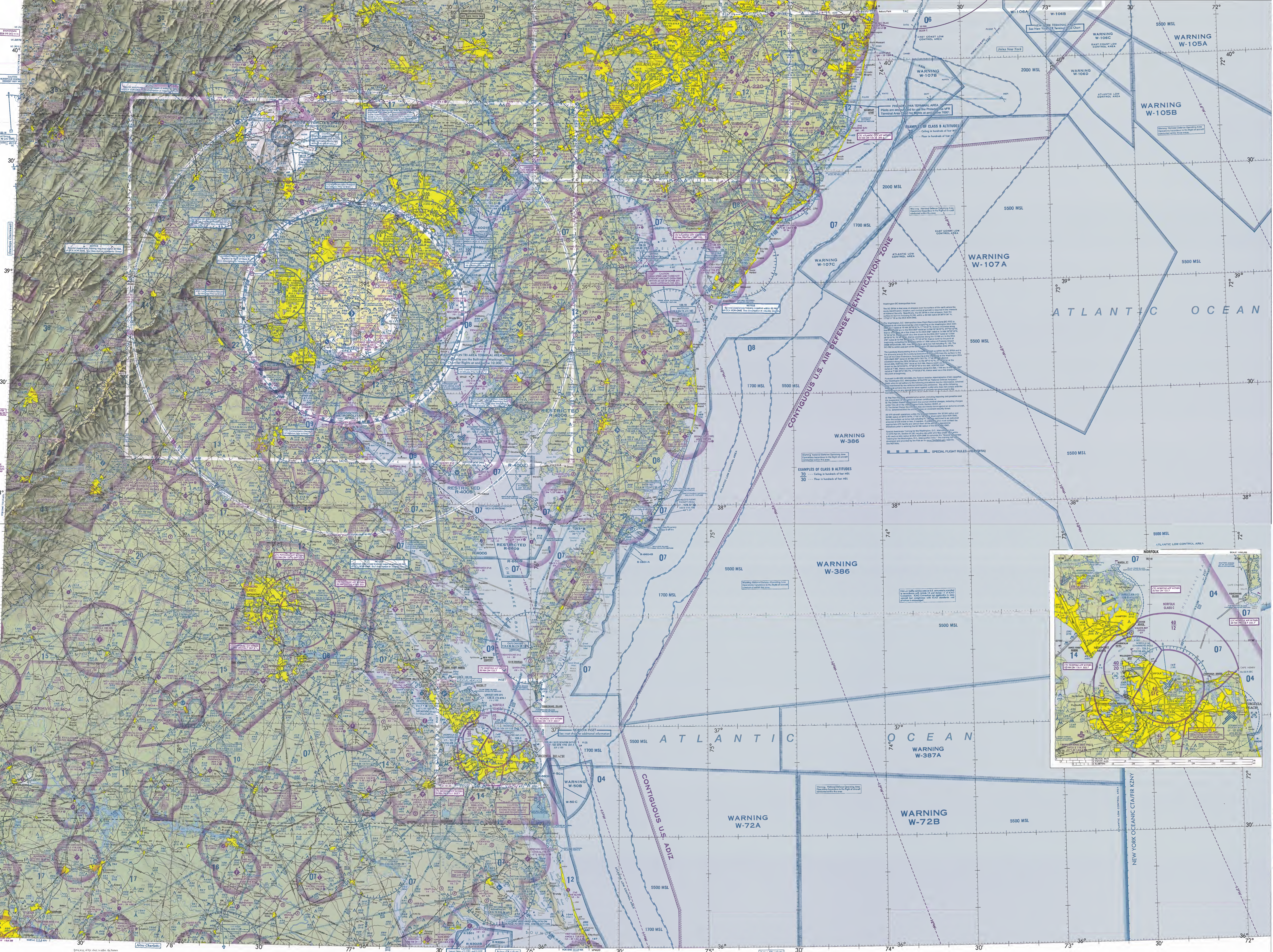
† Other times by NOTAM.
NOTAM - Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
P-40	TO BUT NOT INCL 5000 (UNDERLIES R-4009)	CONTINUOUS	NO A/G	
P-56A, B	TO 18,000	CONTINUOUS	NO A/G WARNING - AVOID THIS AREA	
P-73	TO BUT NOT INCL 1500	CONTINUOUS	NO A/G	
R-4001 A	(1) UNLIMITED (2) TO 10,000 HIGHER ALTITUDES BY NOTAM 24 HRS IN ADVANCE	(1) 0700-2400 (2) 0000-0700	WASHINGTON CNTR	124.5 360.7
R-4001 B	TO 10,000 HIGHER ALTITUDES BY NOTAM 24 HRS IN ADVANCE	INTERMITTENT BY NOTAM 24 HRS IN ADVANCE	WASHINGTON CNTR	134.5 360.7
R-4002	TO 20,000	SUNRISE TO 2400 †48 HRS IN ADVANCE	WASHINGTON CNTR	134.5 360.7
R-4005	TO BUT NOT INCL FL 250	0700-2300†	WASHINGTON CNTR	133.9 281.4
R-4006	3500 TO BUT NOT INCL FL 250	0700-2300† EXCLD R-4002, R-4005 & R-6609	WASHINGTON CNTR	133.9 281.4
R-4007	TO BUT NOT INCL 5000	0700-2300†	WASHINGTON CNTR	133.9 281.4
R-4009	5000 TO 12,500 (OVERLIES P-40)	CONTINUOUS. TRANSIT MAY BE AUTHORIZED BY WASHINGTON CNTR WHEN CONDITIONS PERMIT	WASHINGTON CNTR	134.15 385.4
R-5001 A	TO 4000	0600-2330 †1 HR IN ADVANCE	NEW YORK CNTR	118.97 381.6
R-5001 B	4000 TO 8000	CONTINUOUS SUNRISE FRI -SUNSET SUN †48 HRS IN ADVANCE	NEW YORK CNTR	118.97 381.6
R-5002 A	TO 14,000	SUNRISE TO SUNSET †48 HRS IN ADVANCE	NEW YORK CNTR	118.97 381.6
R-5002 B	1000 TO 14,000	SUNRISE TO SUNSET †48 HRS IN ADVANCE	NEW YORK CNTR	118.97 381.6
R-5002 C	TO 3000	SUNRISE TO SUNSET †48 HRS IN ADVANCE	NEW YORK CNTR	118.97 381.6
R-5002 D	TO 4000	SUNRISE TO SUNSET †48 HRS IN ADVANCE	NEW YORK CNTR	118.97 381.6
R-5002 E	3500 TO 14,000	SUNRISE TO SUNSET †48 HRS IN ADVANCE	NEW YORK CNTR	118.97 381.6
R-5301	TO 14,000	CONTINUOUS	GIANT KILLER	118.125 233.7
R-5302 A	TO 14,000	BY NOTAM 24 HRS IN ADVANCE	GIANT KILLER	118.125 233.7
R-5302 B	100 AGL TO 14,000	BY NOTAM 24 HRS IN ADVANCE	GIANT KILLER	118.125 233.7
R-5801	TO 4000	0800-1600 EST MON-FRI	NEW YORK CNTR HARRISBURG INTL ATCT	132.2 322.4 124.1
R-5803	TO 4000	0800-1600 EST MON-FRI	NEW YORK CNTR HARRISBURG INTL ATCT	132.2 322.4 124.1
R-6601	TO 5000	0700-2300 †48 HRS IN ADVANCE	POTOMAC TRACON	132.77 351.8
R-6602 A	TO BUT NOT INCL 4000	CONTINUOUS 1 MAY-15 SEP †24 HRS IN ADVANCE	WASHINGTON CNTR	118.75 377.1
R-6602 B	4000 TO BUT NOT INCL 11,000	BY NOTAM 24 HRS IN ADVANCE	WASHINGTON CNTR	118.75 377.1
R-6602 C	11,000 TO BUT NOT INCL 18,000	BY NOTAM 24 HRS IN ADVANCE	WASHINGTON CNTR	118.75 377.1
R-6604 A, B	UNLIMITED	CONTINUOUS	WASHINGTON CNTR	132.55 256.8
R-6606	TO 51,000	0800-1700 MON-FRI †48 HRS IN ADVANCE	WASHINGTON CNTR	
R-6608 A,B,C	TO 10,000	0500-2400 †24 HRS IN ADVANCE	POTOMAC TRACON	132.77 351.8
R-6609	TO FL 200	0800-2300 †48 HRS IN ADVANCE	WASHINGTON CNTR	132.55 256.8
R-6611 A	TO 40,000	0800-1700 MON-FRI †48 HRS IN ADVANCE	WASHINGTON CNTR	132.77 351.8
R-6612	TO 7000	0800-1700 MON-FRI †48 HRS IN ADVANCE	WASHINGTON CNTR	132.77 351.8
R-6613 A	TO 40,000	0800-1700 MON-FRI †48 HRS IN ADVANCE	WASHINGTON CNTR	132.77 351.8
W-50 A,B,C	TO FL 750	INTERMITTENT BY NOTAM	WASHINGTON CNTR	
W-72 A	E OF 75°30'00" UNLIMITED W OF 75°30'00" TO BUT NOT INCL 3000	INTERMITTENT BY NOTAM	WASHINGTON CNTR	
W-72 B	UNLIMITED	INTERMITTENT BY NOTAM	WASHINGTON CNTR	
W-105 A	TO FL 500	INTERMITTENT BY NOTAM	BOSTON CNTR	
W-105 B	TO FL 180	INTERMITTENT BY NOTAM	BOSTON CNTR	
W-106 A	TO 3000	INTERMITTENT BY NOTAM	BOSTON CNTR	
W-106 B	TO 8000	INTERMITTENT BY NOTAM	BOSTON CNTR	
W-106 C	TO 10,000	INTERMITTENT BY NOTAM	BOSTON CNTR	
W-106 D	TO BUT NOT INCL 8000	INTERMITTENT BY NOTAM	OCEANA NAS FACSF, VA CAPES	
W-107 A	UNLIMITED	INTERMITTENT BY NOTAM	WASHINGTON CNTR	127.7 285.4
W-107 B	TO BUT NOT INCL 5000	INTERMITTENT BY NOTAM	WASHINGTON CNTR	127.7 285.4
W-107 C	TO BUT NOT INCL FL 180	INTERMITTENT BY NOTAM	WASHINGTON CNTR	127.7 285.4
W-386	SURFACE TO UNLIMITED EXCL 2000 TO FL 600 W OF 75°30'00" W	INTERMITTENT BY NOTAM	WASHINGTON CNTR	132.55 256.8
W-387 A	TO BUT NOT INCL FL 240	CONTINUOUS	U.S. NAVY FACSFAC VA CAPES	132.55 256.8
A-220	TO 4500	0800-2200	NO A/G	

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
DEMO 1	500 TO 5000	INTERMITTENT BY NOTAM	POTOMAC TRACON	
DEMO 2	10,000 TO 15,000	INTERMITTENT BY NOTAM	POTOMAC TRACON	
DEMO 3	ABOVE 5000 TO 15,000	INTERMITTENT BY NOTAM	POTOMAC TRACON	
FARMVILLE	300 AGL TO 5000	0800-1700 MON-FRI	WASHINGTON CNTR	118.75 377.1
HILL	TO 3000	SR-SS	POTOMAC APP	
PICKETT 1	500 AGL TO 8000	INTERMITTENT SR-SS	WASHINGTON CNTR	118.75 377.1
PICKETT 2	500 AGL TO 10,000	INTERMITTENT SR-SS	WASHINGTON CNTR	118.75 377.1
PICKETT 3	4000 TO 10,000	INTERMITTENT SR-SS	WASHINGTON CNTR	118.75 377.1

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
† - Other times by DoD NOTAM.



Entire area of this chart is within the Eastern Standard Time Zone + 5(+4DT) = UTC

CAUTION: GPS accuracy necessitates extra vigilance for other aircraft when navigating near any fix retrieved from a GPS database

WASHINGTON VFR WAYPOINTS

VFR Waypoint names consist of five letters beginning with "VP". Stand-alone VFR Waypoints are portrayed on VFR Charts using the same four-point star symbol currently used for Instrument Flight Rules (IFR) Waypoints.

VFR Waypoints collocated with Visual Checkpoints (Visual Reporting Points) are portrayed with a Checkpoint flag. The VFR Waypoint name is shown in parentheses adjacent to the Visual Checkpoint name.

VFR Waypoint names are not intended to be pronounceable and shall not be used in ATC Communications.

VPACE	N38°07.82' / W076°48.75'
VPAXI	N38°34.57' / W076°20.38'
VPBRA	N36°13.75' / W076°08.08'
VPGCE	N36°03.90' / W076°36.42'
VPWZO	N36°00.87' / W075°40.07'

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-2 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF)

The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 12⁵

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government.

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service; National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service; and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.

Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Telephone toll free at 1-800-626-3677, or email us at 9-AMC-Aerochart@faa.gov. Frequently asked questions (FAQs) are answered on our website at http://aeronav.faa.gov. See the FAQs prior to contact via toll free number or email. Where delineation of data is required such information should be depicted clearly and accurately on a current chart, a replacement copy will be returned. Mail to: FAA, National Aeronautical Navigation Services, SSMC- 4, Sta. #3424, 1305 East West Highway, Silver Spring, MD 20910-3281.

FOR PROCUREMENT CONTACT:
FAA, National Aeronautical Navigation Services
REDIS / Distribution Team
10201 Good Luck Road
Glenn Dale, MD 20769-9700
Online at http://aeronav.faa.gov
Email 9-AMC-Chartsales@faa.gov
Telephone 1-800-638-8972
Fax 301-436-6829
or any authorized FAA Chart Agent

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.